

could implement the fuel system interface. More specifically, Applicant respectfully submits that one of ordinary skill in the art would understand how the fuel system interface could be coupled to the exemplary full authority digital electronic control system recited at page 5, line 20.

Not so!  
However, to expedite the prosecution of the present invention, Figures 2, 4, and 5 have each been amended to include an engine control system coupled to the fuel system interface. Furthermore, Figures 4 and 5 have each been amended to label fuel system interface 36 rather than 100 and 200, respectively. In anticipation of approval of the drawing changes, Applicant has submitted substitute drawings incorporating the above-noted changes. No new matter has been added. For the reasons set forth above, Applicant respectfully requests the objection to the drawings be withdrawn.

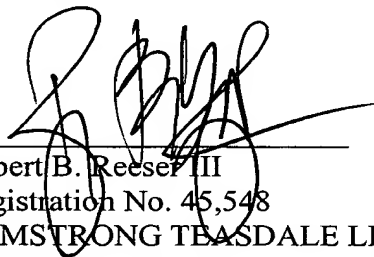
The rejection of Claims 1-3, 5-9, 11-16, and 18 under 35 U.S.C. § 112, first paragraph, is respectfully traversed. Applicant respectfully submits that one of ordinary skill in the art, after reading the specification in view of the Figures, would agree that the subject matter in the specification is described in such a manner as to reasonably convey that the Applicant had possession of the claimed invention, at the time the application was filed. Furthermore, Applicant submits that the specification as filed, does support a fuel system interface which receives electrically and mechanically originated over-speed signals. More specifically, the components described in the specification and illustrated in Figure 2 are the same identical components described and illustrated in Figures 4 and 5, with the only difference between Figures 2, 4, and 5 being which speed sensing system is illustrated and described within each respective Figure. More specifically, the specification has been amended to recite that Figure 2 illustrates the fuel system interface receiving a electrically-originated overspeed signal, Figure 4 illustrates the fuel system interface receiving a mechanically-originated overspeed signal; and that Figure 5 illustrates the fuel system interface receiving a hydraulically-originated overspeed signal. Accordingly, Applicant respectfully submits that one of ordinary skill in the art, after reading the specification in light of the Figures, would understand the present invention as recited in Claims 1-3, 5-9, 11-16, and 18. For at least the reasons set forth above, Applicant requests the Section 112, first paragraph, rejections of Claims 1-3, 5-9, 11-16, and 18 be withdrawn.

The rejection of Claims 1-3, 5-9, 11-16, and 18 under 35 U.S.C. § 112, first paragraph, is respectfully traversed. Applicant respectfully submits that one of ordinary skill

in the art, after reading the specification in view of the Figures, would understand the claimed recitation of coupling the fuel system interface shutoff shuttle valve to the fuel system based on pre-defined priority selection logic. For example, Applicant submits that an artisan of ordinary skill in the art would understand controlling operation based on pre-defined priority logic, such as the exemplary priority logic illustrated and described in Figure 3. Furthermore, at page 6, lines 7-13, for example, the specification describes the interaction between the priority logic table and the fuel system interface, including how the priority is determined. For at least the reasons set forth above, Applicant requests the Section 112, second paragraph, rejections of Claims 1-3, 5-9, 11-16, and 18 be withdrawn.

In view of the foregoing amendments and remarks, all the claims now active in this application are believed to be in condition for allowance. Reconsideration and favorable action is respectfully solicited.

Respectfully Submitted,



Robert B. Reeser III  
Registration No. 45,548  
ARMSTRONG TEASDALE LLP  
One Metropolitan Square, Suite 2600  
St. Louis, Missouri 63102-2740  
(314) 621-5070



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PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: Linebrink

Serial No.: 09/687,886

Filed: October 13, 2000

For: METHODS AND APPARATUS FOR ROTOR  
OVER-SPEED PROTECTION

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Art Unit: 3746

Examiner: Koczo Jr., M.

**SUBMISSION OF MARKED UP PARAGRAPHS**

Commissioner for Patents  
Box AF  
Washington, D.C. 20231

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AUG 20 2002  
TECHNOLOGY CENTER R3700

Sir:

Submitted herewith are marked up paragraphs in accordance with 37 C.F.R. Section 1.121(b)(1)(ii):

IN THE SPECIFICATION

Please delete the paragraph beginning on page 2 at line 24 and ending on page 2 at line 25, and replace with the following replacement paragraph:

Figure 2 is a schematic illustration of a portion of the engine shown in Figure 1 including a fuel system interface receiving a electrically-originated overspeed signal;

Please delete the paragraphs beginning on page 3 at line 1 and ending on page 3 at line 4, and replace with the following replacement paragraphs:

Figure 4 is a schematic illustration of [an alternative embodiment of] the fuel system interface shown in Figure 2 receiving a mechanically-originated overspeed signal; and


Figure 5 is a schematic illustration of [another alternative embodiment of] the fuel system interface shown in Figure 2 receiving a hydraulically-originated overspeed signal.

Please delete the paragraphs beginning on page 6 at line 14 and ending on page 7 at line 4 and replace with the following replacement paragraphs:

2  
Figure 4 is a schematic illustration of [an alternative embodiment of a] fuel system interface [100] 36 receiving a mechanically-originated overspeed signal. [Fuel system interface 100 is substantially similar to fuel system interface 36, shown in Figure 2 and components in fuel system interface 100 that are identical to components of fuel system interface 36 are identified in Figure 4 using the same reference numerals used in Figure 2.] Fuel system interface [100] 36 includes a speed sensing system 102 coupled to selector valves 50 and fuel circuits 60. More specifically, speed sensing system 102 is coupled to fuel supply pressure circuit 62 and fuel return pressure circuit 64, such that speed sensing system 102 may limit or stop fuel flow within a portion of fuel supply pressure and fuel return pressure circuits 62 and 64, respectively. Speed sensing system 102 is coupled to a mechanical speed sensor 110 that latches when a pre-determined speed is exceeded. Mechanical speed sensor 110 is known in the art and is shown latched in an over-speed condition.

Figure 5 is a schematic illustration of [an alternative embodiment of a] fuel system interface [200] 36 receiving a hydraulically-originated overspeed signal. Fuel system interface [200] 36 [is substantially similar to fuel system interface 36 (shown in Figure 2) and] includes a speed sensing system 202. Speed sensing system 202 is coupled to selector valves 50 and fuel circuits 60. More specifically, speed sensing system 202 is coupled to fuel supply pressure circuit 62 and fuel return pressure circuit 64, such that speed sensing system 202 may limit or stop fuel flow within a portion of fuel supply pressure and fuel return pressure circuits 62 and 64, respectively.

Respectfully Submitted,

  
Robert B. Reeser III  
Registration No. 45,548  
ARMSTRONG TEASDALE LLP  
One Metropolitan Square, Suite 2600  
St. Louis, Missouri 63102-2740  
(314) 621-5070